



**CONSERVATION  
COUNCIL** ACT REGION

## Submission to TCCS, ACT Government on the Active Travel Plan- Consultation Draft

---

August 2022

The Conservation Council ACT Region is the peak non-government environment organisation for the Canberra region. Since 1981, we have spoken up for a healthy environment and a sustainable future for our region. We harness the collective energy, expertise and experience of our 40 member groups to promote sound policy and action on the environment.

We campaign for a safe climate, to protect biodiversity in our urban and natural areas, to protect and enhance our waterways, reduce waste, and promote sustainable transport and planning for our city. Working in the ACT and region to influence governments and build widespread support within the community and business, we put forward evidence-based solutions and innovative ideas for how we can live sustainably.

At a time when we need to reimagine a better future, we understand that the changes we need will only happen with the collective support of our community.

### **For further information please contact:**

Helen Oakey, Executive Director, [director@conservationcouncil.org.au](mailto:director@conservationcouncil.org.au).

## Introduction

The Conservation Council ACT Region welcomes the opportunity to provide input to the Active Travel Plan - Consultation Draft (Draft Plan.)

The unfolding climate emergency, combined with the need for all of our streets to be safe, accessible and welcoming for active travel, underscores the need for the Draft Plan to focus on urgent and universal transformations, not just slow and expensive changes in a few places. The urgency is underpinned by the Declaration of a Climate Emergency that was passed by the Legislative Assembly in 2019. We would encourage the ACT Government to reprioritise spending to ensure that there are significant investments in active travel over and above what has been allocated to date, and that bold steps are taken to send a strong signal to the community that active travel is a strong priority for the government.

In the ACT Transport Strategy, the Government committed to producing an updated active travel Draft Plan. The Transport Strategy (page 28) acknowledged that:

*Walking and cycling are efficient and active transport modes that can move large numbers of people across dense environments. They also emit zero air pollution and noise, without causing major greenhouse emissions, while improving the vibrancy of places. They are ideal for short local trips and for connecting the last leg of public transport journeys.*

A clear policy direction and commitment to active travel, accompanied by the necessary funding and targets, is important. The ACT Government should clearly outline the role it can play in reducing greenhouse emissions, improving health outcomes for Canberra, improving livability in the ACT, ensuring equitable access to transport and maximising use of public spaces for the community.

However, the Active Travel Draft Plan - Consultation Draft is a missed opportunity to set a clear direction, timelines and funding priorities for active / low emissions travel in the ACT.

The recently released report entitled *FACTS: Framework for an Australian Clean Transport Strategy* (2022), written by 18 academics from 9 Australian universities, provides useful guidance to policy makers at state and local government level about the actions and policies they can put in place to reach transport emission targets consistent with 1.5 degrees of global warming. For this, and the holistic approach to clean transport policy for Australia, we commend the report to the ACT Government.

## General comments

### 1. Lack of focus on objectives and outcomes

The Draft Plan has no overarching time period that describes the length of the strategy. Nor is it clear about how the Draft Plan will be delivered or when it will be reviewed.

The Draft Plan sets five policy priorities to drive the uptake of active travel in the ACT. At a topline level, the lack of a policy objective around emissions reductions would appear to be an oversight. Minimising greenhouse emissions is an important reason to pursue active travel objectives. The Draft Plan references the ACT Climate Change Strategy which states that “an additional 40-45 per cent of car journeys would need to shift to active travel and public transport by 2045 to achieve zero net emissions.” However the Draft Plan itself does not commit to, or integrate, this objective.

We urge the Government to develop targets against which to measure future performance. In accordance with the recommendation of the FACTS study, the target for active travel plus public transport commute mode share should be at least 50 percent by 2035. A further target could be to the rate of car ownership in the ACT. While the real objective is to cut the number of car trips travelled, not having immediate access to a private vehicle is likely to reduce the number of car kilometers travelled as people seek out other ways to make short journeys. Currently 94 percent of dwellings in the ACT have registered private motor vehicles (the national average is 92 percent) while 38 percent of households have two cars, and 16 percent have three cars or more registered to one address.<sup>1</sup> The ACT should consider strategies for reducing the rates of car ownership over the next decade, particularly as we transition to electric vehicles and as population / urban density continues to grow. A smaller person:car ratio will improve urban liveability, reduce congestion, reduce emissions and embodied energy, and lead to a more efficient city. Actions taken should focus on inner suburbs, or those residences that live close to rapid route services.

With regards to the general lack of focus on objectives and outcomes within the Active Travel Draft Plan:

- The measures of success in the Draft Plan don't include targets, rather just a baseline of what currently exists.
- The first three measures of success (page 10) use five year intervals, which is too infrequent for the scale and speed of the response that is needed.
- Data on active travel share is poor. It may be possible to obtain continuous measures by using anonymised data from Internet and mobile phone service providers.
- Currently data on active travel is collected using census data and a household travel survey. While census data is taken in August (the wettest and coldest time of year) it does provide cycling mode share information, however infrequent.
- It is unclear how the actions within the Draft Plan will be assessed and reviewed.
- There is no indication in the draft Draft Plan that any costing of its measures has been undertaken, nor is any funding identified.
- The Draft Plan sets out investment criteria for active travel projects, however, the criteria set out on page 23 do not indicate any priority or weighting.

The Draft Plan requires more information on implementation to negate all of the above concerns. While this could be produced later in a separate implementation plan, it is recommended that more specific implementation is outlined in the next iteration of this Plan, so as to keep the objectives and the implementation aligned, and to assist the Government in being accountable to the community about implementation progress.

Of note, the Draft Plan fails to outline or explore the intersection between active travel / micro mobility and public transport - two transport sectors that are frequently integrated across the same trip.

Finally, we would encourage the ACT Government to think creatively about the implementation of solutions to support active travel, and particularly with regards to infrastructure solutions that can help make our streets safer. The Draft Plan mentioned that temporary or non-permanent 'pop-up' solutions can be implemented and this is welcome. In other jurisdictions there are

---

<sup>1</sup> ACT 2021 Census Community Profile at [https://www.abs.gov.au/census/find-census-data/community-profiles/2021/8/download/GCP\\_8.xlsx](https://www.abs.gov.au/census/find-census-data/community-profiles/2021/8/download/GCP_8.xlsx)

creative methods of slowing traffic that can add colour and vibrancy to local streets while not requiring high levels of engineering. Implementation need not be limited to or fully controlled by government; indeed community-initiated and ‘-owned’ changes can be more successful, as well as cheaper and quicker, as the community is able to respond in an agile way.

## **2. Funding priorities**

The Draft Plan makes no clear commitment towards funding for active travel infrastructure or community programs. Page 24 describes the types of investment in capital projects, but does not prioritise or weight these projects. The investment table does not consider investment in community education to build skill and knowledge about active travel options and journey planning.

While hundreds of millions of dollars have been allocated for the construction and upgrade to roads, funding for active travel infrastructure has been small by comparison. Where funding is allocated for active travel infrastructure, expenditure of the funds has seen delays.

Maintenance of paths is a huge issue. In all but the very newest suburbs, paths being in poor and/or dangerous condition and piecemeal and slow maintenance (let alone being fit for purpose e.g. connected and wide enough) is a big issue. There are many upgrades, connections and paths that are required to be constructed and/ or completed. Without reprioritising funding from car-based travel towards walking and cycling, there won't be an increase in the uptake of active travel until the infrastructure supports safe, efficient use.

Accounting for large chunks of funding for road upgrades that include things such as on-road cycling paths or road shoulders where cars drive at 100 km/hr (such as the Monaro Highway shoulder) as part of the Active Travel budget results in heavily skewed figures that give the impression of high investment, but in reality those kind of projects have limited capacity to build engagement in active travel or support a high number of active travel users. In addition, while the inclusion of active travel provisions in large projects is welcome in the main (as long as they are suitable), it should not negate the need for investment within the existing urban form.

In addition, for the purposes of transparency around funding, all active travel expenditure and funding should be clearly identified in budget papers, including the maintenance funding. The accountability indicators in Budget Statements also need to reflect publicly-stated Government priorities and goals and ensure the indicators for active travel infrastructure match those for roads.

## **3. Planning for active travel**

Canberra is Australia's second least dense city. Low density development is antithetical to the encouragement of active travel. Integrating public transport, walking and cycling is key for low density cities to allow people to live without owning a car, which should be a goal of the Draft Plan.

Canberra should have a city boundary, beyond which there can be no development. We favour no further expansion of Canberra's urban boundary after the existing identified suburbs in Molonglo, Gungahlin and West Belconnen are completed. Strengthening the commitment to urban infill will reduce pressure on natural ecosystems, and will also support more sustainable transport. The review of the ACT Planning System that is currently underway, including the development of District Plans, should both outline opportunities for high-quality,

environmentally-sustainable and medium-density residences around commercial centres and along public transport routes, and active travel corridors between and within suburbs. Over time, this would make the city denser and therefore more friendly to walking, cycling and public transport.

The Draft Plan sets out a range of positive measures to boost active travel in the ACT. It will be important to clarify how these proposed measures are linked to the Territory's planning system.

#### **4. Movement and Place**

The idea of a movement and place approach is supported, however more clarity and detail should be provided about the Movement and Place Matrix presented on page 13, and how this guides the development of infrastructure and practice at different streets in different locales across the city, as well as how it interacts with ACT spatial planning tools such as the District Plans. The Movement and Place Matrix as currently communicated on page 13 is difficult to interpret. On page 21, the Draft Plan says that it "sets out proposed movement hierarchies" but the document does not clearly outline what these are.

Throughout the document, reference is made to active travel for recreational purposes. While cycling and walking can be recreational activities, the purpose of travel is to get from one place to another for the purposes of undertaking life activities - be they work, school, shopping, errands, visiting friends and family. The use of bikes for recreational purposes should not be conflated with the use of bikes for transport purposes, and references to recreational outcomes should be removed (pages 7 x 2, 9, 30 and image page 38).

#### **Active Travel Commissioner**

The establishment of an Active Transport Commissioner responsible for monitoring of transport targets, and with the authority and resources to advocate on behalf of high quality active travel outcomes across all Directorates, would improve active travel outcomes for the community by:

- driving cultural change across the directorate
- advocating on behalf of the community and path users
- providing expert advice on major projects and expenditure, ensuring all road users are considered.

## **Responses to the proposed priorities**

### **1. Safe infrastructure for walking and cycling**

*Walking must be safe and accessible*

Walking is a part of every journey, but our transport system and culture is geared primarily for motor vehicle travel. The Draft Plan needs to ensure that walking is the natural, safe (and perceived to be safe) and attractive choice for everyday local journeys for everyone, including children, older people, and people with disabilities.

Walking should form a natural part of the ACT Wellbeing Framework. As an example, children in the ACT should have the opportunity to walk or ride safely to school (or to public transport to get to school) in order to improve their fitness and independence. But children are often driven over short distances to school because parents perceive that their child's journey to school is unsafe for part or the whole of the journey.

Too often, paths across the ACT fade out, abruptly stop with no connection leaving cyclists and walkers stranded or, are damaged, causing risk to vulnerable path users in particular.

ACT and Commonwealth legislation make it illegal for public places, services and facilities to be inaccessible to people with a disability or on the basis of age. Such places include public footpaths and walkways and public transport. Currently much of our walking network is inaccessible or unsuitable for many people.

In the ACT, streets with speed limits of 40km/h or higher should have an accessible and connected footpath, with convenient pedestrian priority crossings that use fully accessible and standardised ramps.

### *Separated versus on-road cycle infrastructure*

The Draft Plan commits to progressively converting on-road cycle lanes on priority routes to safe separated cycleways. This is welcomed as separated infrastructure is likely to increase usage, in particularly with those who do not feel physically safe on on-road cycle ways,

On-road lanes are clearly less safe than separated cycleways. However, they perform a useful function providing a high speed direct cycle connection between town centres. In converting on-road lanes to separated infrastructure, it is important that high speed direct connections are maintained. Paths that divert from the most direct route over longer distances risk not being utilised, and high speed cyclists are likely to continue using the on-road paths. On-road cycle lanes also need to allow for people cycling to avoid being doored by people exiting parked cars.

It is not possible to create separated cycle infrastructure on every street. Slowing vehicular movement on local streets is another way to ensure a better environment for cyclists (and walkers) and is likely to be cheaper and faster to implement on many streets.

In addition, high use cycle /foot paths may also require additional separation between higher speed users (cyclists, e-scooters) and walkers. People walking on paths frequently are frightened by, or are in conflict with, people moving much faster on wheels.

As paths are upgraded and constructed, consideration should be given to not creating unintended consequences that impact on other road / path users. An Active Travel Commissioner could play a role in assessing this.

### *Lighting, shelter and other amenities*

Improving the amenity for path users will encourage people to choose active travel options, particularly on hot days. Shelters, tree coverage and seating along paths will help to make walking and cycling more enjoyable, particularly for young families and the elderly.

Street and path lighting makes a significant contribution to safe infrastructure. Survey results from the SEE-Change bike library corroborate this. In particular, many women responded that poor street lighting makes them feel unsafe and less likely to cycle. Adding and maintaining quality lighting both to the existing bike paths (and to residential streets that are used in place of missing bike paths) would be a relatively low-cost and immediately impactful action.

We recommend that the lighting on shared paths be upgraded to the Australian standard (AS1158.3.1).

### *Speed limits on suburban streets*

The United Nations advocates that “in densely populated urban areas, there is strong evidence that even the best road and vehicle design features are unable to adequately guarantee the safety of all road users when speeds are above the known safe level of 30 km/h . The UN has recently launched a campaign to make 30 km/hour speed limits the norm for cities worldwide.

We would highlight that the NSW Centre for Road Safety reports that “in a crash between a car and a pedestrian, there is a 90 percent chance that a pedestrian will survive at 30 km/h, 60 percent chance at 40 km/h, and a 10 percent chance at 50 km/h”. If a robust adult is hit by a vehicle at 30km/h they have a 10 percent chance of death, at 40km/h it is 30 percent and at 50km/h it is 80 percent. These risks apply at lower speeds for children and less-than-robust adults.

Streets with speed limits above 30 km/h but without footpaths on both sides and (prioritised) crossings are not considered safe under the Safe System Approach used in Australia and the ACT - which inevitably means many streets in Canberra are defined as not safe.

The Draft Plan proposes to start community engagement in 2023 on changing speed limits on local roads from 50km/h to 40km/h. Given the above information, it would be more prudent of the Government to:

- a. be clear about what they are trying to achieve with reduced speed limits and in which streets, as per the Movement and Place hierarchy;
- b. consult with the ACT Community with an open mind about what speed limits should be across the road hierarchy; and
- c. ensure that best practice and research is embedded in the consultation and policy development process.

It is recommended that the Slower Streets program be continued as a priority, and that “street calming” design changes to suburban streets be made in consultation with local residents as an effective way to slow traffic.

## **2. A better connected and maintained walking and cycling network**

### *The backlog of path projects*

The Council has long advocated for funding to improve the quality of paths across the ACT.

The ACT Government’s “path priority list” was recently made available following an FOI request. This list contains 569 projects, comprising new, widened and repaired paths with a total length of more than 255 kilometres. These include small projects (such as a pram ramp in Webster St, Hughes – 2 metres) and large projects (such as a new cycle path section in Sulwood Drive Kambah – 5081 metres). It is clear that the current level of investment in new paths and path maintenance is inadequate. Our strong contention is that these projects should take priority over unnecessary duplication of roads.

Substantial funding has been allocated for road duplication (occasionally including cycle ways) examples being:

- \$230m for the Monaro Highway
- \$93m for Athllon Drive duplication
- \$53m for William Hovell Drive Duplication
- \$55m for Gundaroo Drive Duplication stage 3.

Some of these projects included cycling ways being built in addition to roads, and some included replacements of already existing paths. However, it is important to note that even with

substantial expenditure, there may not have been any improvement to active travel engagement as the facilities are not used widely by the community and /or there were already adequate facilities in place. Funding could more sensibly be redirected to a larger number of small projects to achieve a wider impact.

In 2020, the Conservation Council called for an expanded capital works budget for new active travel infrastructure of at least \$30M, and an increase in the annual maintenance budget for active travel from \$5M to at least \$12M, with an additional \$14M over 4 years to address the maintenance backlog described above. Since this time it has been difficult for the public to be clear about how much of this has been spent or allocated, and there are concerns that the maintenance backlog has not been dealt with (a fact reinforced by the release of the “path priority list”).

There should be a substantial increase in the recurrent budget for active travel infrastructure, sufficient to address the maintenance backlog and to prevent future backlogs in maintenance. In addition, a publicly available map showing the maintenance and accessibility status of paths, work to be done, and status of repairs or upgrades needed would be a useful way for the ACT Government to be more accountable to the community about the status of path upgrades, and the priorities for repairs / maintenance. Funding and expenditure information could also be integrated. ( A useful model would be the Weeds operation plan developed by EPSDD.)

### *Footpaths*

The design of paths should take account of the needs, not only of people walking alone, but of people walking side by side, people with dogs on leashes and prams, people using mobility scooters and wheelchairs, and cyclists travelling in opposite directions.

The ACT Government should collect and maintain data on indicators such as: percentages of ACT streets with footpaths on one side, and both sides; and percentage of ACT path ramps that meet AGRD06A-17 (Austroads Guide to Road Design Part 6A 2017). This would assist in setting targets for the upgrading of footpaths to meet required standards.

Consistent with the Movement and Place Hierarchy, residential streets in Canberra (and in particular those with unsafe speed limits) should have a footpath along at least one side that is safe for adult pedestrians and for child cyclists. A third of Canberra's active cyclists are of school age, and since about 2012 it has been a requirement that every new street have a footpath along at least one side. However, there are many older areas of the city that do not have footpaths.

In addition, public education should be undertaken by the ACT Government to discourage parking across footpaths, road verges and nature strips, and to encourage homeowners to ensure footpaths are kept free of vegetation to enable access by pedestrians. Overgrown hedges and other vegetation can reduce footpath width such that users can find themselves pushed onto the nature strip.

### *Cycle paths*

The online cycle network map has attracted great interest from the cycling community, with hundreds of votes being created in a matter of days. We encourage the ACT Government to indicate how it will use and respond to this advice, including how this advice might affect the future development of network planning.

The Draft Plan proposes to measure path condition only via an annual community satisfaction survey, however a physical survey of the path network is necessary. As the ACT Government has recently completed a full path condition assessment, it is recommended that there should be both a community satisfaction survey and a rolling condition audit (integrating Fix my Street

data), and that the results of the audit are made public annually (potentially as an accountability measure in the annual reports.)

Sweeping and cleaning of cycle paths is also an important part of maintaining safety and preventing damage to bikes.

### *Priority access*

To encourage walking and cycling, it is recommended that the ACT Government institute a program to progressively eliminate unnecessary pedestrian and/or cyclist delays at pedestrian and/or bicycle crossing signals, for completion by 2025.

## **3. Supporting new types of active travel**

E-bikes should be a priority in any behaviour change campaign related to increasing uptake of cycling because they eliminate many of the normal barriers to cycling e.g. hills, time, distance, sweating and hot weather. Importantly, an e-bike can take the place of a car, potentially opening up for two car families to become one car families if an e-bike is switched in for commuting trips.

The Draft Plan incorrectly implies that “cycling is cheap.” Bicycles require frequent servicing, at a cost per kilometre that can compare with that of servicing a car. Electric bikes and cargo bikes cost more to purchase than most pedal bicycles, and have higher maintenance costs. Additional up-front costs are required to provide equipment to make cycling safe and efficient, such as puncture-resistant tyres, mudguards for travelling on wet roads, theft-resistant lights for night travel, and with baskets and/or saddlebags for carrying groceries or other luggage. Research from the SEE-Change e-bike library shows that cost is the primary barrier to e-bike purchase, and that financial incentives – particularly for pricier cargo bike models – would help people to make the switch to riding instead of driving.

As such, we welcome the commitment in the *Zero Emissions Vehicles Strategy 2022-2030* to “introduce incentives to encourage the uptake of electric bikes, motorbikes and trikes by 2023”. Consideration could also be given to offering incentives or support for pedal bikes and equipment that facilitates safe and efficient use of bikes. The ACT Government could start this by offering Government employees incentives to commute to work by bicycle.

Opportunities for the community to trial e-bikes also become important when the cost of purchasing one is significant. New users may not be as clear about the level of commitment to riding every day, and may be reluctant to purchase an e-bike if they aren’t sure how much use it will get. The [Make the Move](#) program was one program that provided the opportunity for users to integrate an e-bike into their travel week, and really test whether it was an effective option for them. These kinds of programs are an important part of exposing people to the experience of using an e-bike, and justifying its purchase.

Other micro mobility options may have an important role to play in diversifying travel options and are a part of the mix of options for low emissions travel. While e-scooters and other motorised personal mobility devices are not necessarily “active” forms of travel, they need to be integrated into thinking about planning for active travel, especially given that they are not legal on roads and so become path-users that travel at significant speeds. Clearly there are also safety issues associated with the use of e-scooters, and so the government needs to monitor their use and their regulation.

#### **4. Making active travel and bicycle parking easy**

The Draft Plan foreshadows “more Bike-and-Ride facilities”, improved parking for bikes and scooters at big events, secure bike cages in every town centre, an expanded network of bike repair stations, and encouragement to employers to provide improved “end of trip facilities”.

All of these are welcome, and should give consideration to the changing value, size and weight of commuter bikes (with the advent of e-bikes) and the need for safe, secure parking that has good passive surveillance.

In addition, consideration should be given to improving bus stops, and planning new stops with the full extent of extreme weather events anticipated over the next decades as a result of climate change (storms, extreme rain events, extreme heat etc). For improved safety, pedestrian crossings should be considered near bus stops on roads with high levels of traffic..

Parking for bikes in the public domain is important, however, consideration should also be given to encouraging or establishing places for people to park other items that they might use to support active travel choices, and which can be awkward or difficult to carry around after arriving at a venue, such as prams, walkers and other mobility aids, shopping buggies, and luggage.

#### **5. Supporting behaviour change and working with communities**

In 2020, the Conservation Council recommended that the ACT Government invest at least \$4M per year in community engagement programs that support and incentivise people to make sustainable transport choices. It is difficult to identify that there has been any significant commitment to community education on active travel since that time, and certainly not on the scale that is required to drive behaviour change.

There are a number of community groups, including the Council itself, that have developed and promoted positive community education and engagement programs (some with the support of the ACT Government) to drive the uptake of active travel, including cycling education programs, electric bike libraries and workplace engagement programs. However, these programs are running or have been run on a small scale, and have the potential to reach much wider audiences with meaningful funding. The community sector in this space remains open to working with the Government about scaling up community engagement campaigns on active travel.

[NOTE: On page 38 the Draft Plan mentions the Make the Move program as being developed by the Canberra Environment Centre - please note that this was a joint project run in partnership by the Conservation Council ACT Region and the Canberra Environment Centre.]

The Draft Plan refers to “user education” (page 38). Any such education must include motorists. Ideally cyclists, motorists and people in between would all be improving knowledge, skills and attitudes about all road users. However, the onus falls too often on non-motorists to mitigate road incidents, take full responsibility for their own safety and practise defensive cycling and walking. There is significant evidence that driver knowledge of road rules related to bike lanes and cyclists is low, even if drivers are also cyclists themselves. Education campaigns directed at motorists may go a long way to improving perceptions of safety for other road users.

The ACT Government could increase the funding for education programs that inform people how they can live car free or take steps to reduce their dependence on cars, such as by always going to the local shops on foot or by bike.

To encourage cycling, the ACT Government could expand the opportunities for the carriage of bicycles on buses. Currently there are many long buses that do not carry bicycles at all (despite

previous commitments that all ACT buses would carry bikes). The practice of carrying bikes on the inside of buses can be found in the US and Europe and presents low installation costs and a low-risk safety profile. A strap affixed to the side of the bus to secure the bike while the bus is moving would suffice. At least 4 bikes could be carried on the extra long buses in this manner if there were no competing demands from wheelchairs, prams or the infirm.

A signature piece of infrastructure in the heart of the city to demonstrate that active transport can be used for work or business purposes, not just recreation or exercise, could send a strong message to the ACT community that active travel is a serious priority for the government and the community. Light Rail does this well for public transport, and new 2 metre wide paths in Braddon leading towards the tram do this for walking. One possibility would be to reduce Northbourne Ave to just two lanes to allow the creation of a fully protected bike lane. Pop up infrastructure could be utilised to trial this.

## Recommendations

The Conservation Council ACT Region recommends that the ACT Government:

1. Set a clear direction, targets, timelines and funding priorities for active travel in the ACT, and clarify how the actions within the Draft Plan will be assessed and reviewed.
2. Legislate a target of 50% of trips being by active and public transport by 2035 as per the FACT Framework.
3. Appoint an Active Transport Commissioner.
4. Set a time for review of the Draft Plan.
5. Address the funding imbalance between motorised and non-motorised travel, and public in budget papers / annual reports funding towards active travel.
6. Include a priority of minimising greenhouse emissions from transport.
7. Include measures to improve data on active travel mode shares
8. Include priorities and/or weighting factors for the criteria set out on page 23 of the draft Draft Plan
9. Address the intersection between active travel and motorised transport.
10. Invest at least \$4M per year in community education.
11. Define criteria for the proposed movement hierarchies (page 21 of the Draft Plan)
12. Develop a plan to provide footpaths on all streets that have speed limits of 40 km/h or higher.
13. Consider upgrades to bus stops in light of potential extreme weather events.
14. Provide incentives to purchase e-bikes, and consider work-based incentives for ACT Government employees to ride to work.
15. Continue the Slower Streets program
16. Expand the opportunities for the carriage of bicycles on buses.
17. Establish a public education campaign to ensure nature strips and paths are kept clear for pedestrian access.
18. Provide for an ongoing survey of footpath condition and safety, and release audits publicly.
19. Propose the development of "signature" walking and cycling projects, such as a protected cycle lane on Northbourne Avenue, that will get more Canberrans walking and cycling, more often, for a better community.

